

MOTOR RACING

and
ECONOMY CAR NEWS

Vol. 4—No. 23 Culver City, Calif.

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Sept. 18-25, 1959

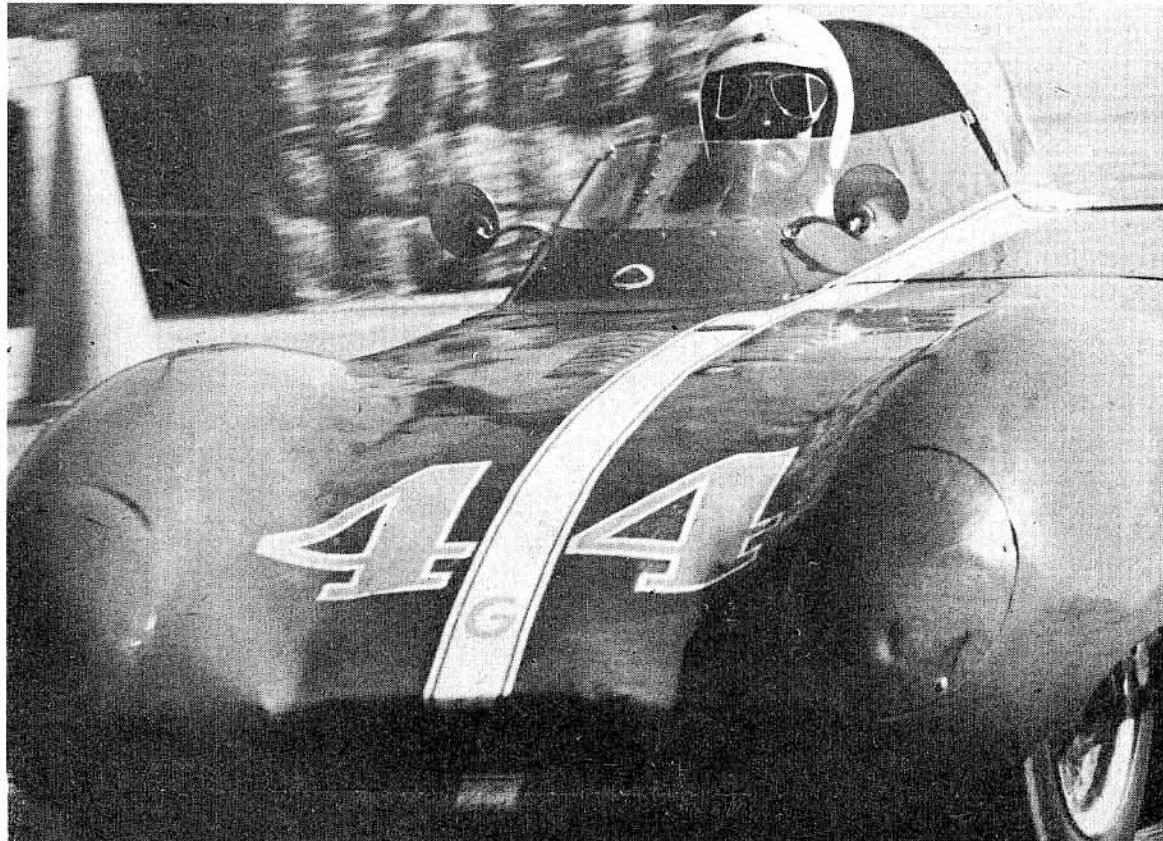
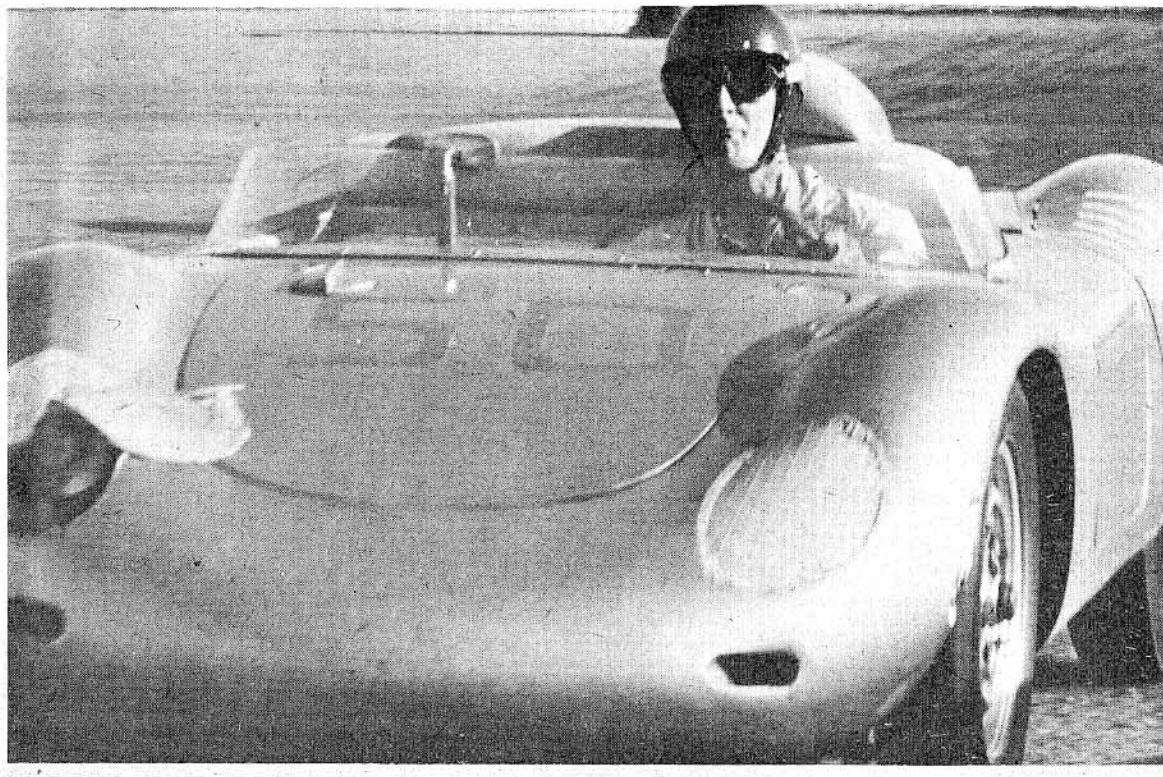
25c



ACTION!

★ ★ ★

AT TOP, flagmen scamper as Wm. Myers' Porsche Carrera Spdst. shoots off course at Santa Barbara, striking cement culvert. Car on course was unaffected. No injuries. Center left: Bob Bondurant, his Corvette afire, pulls off course and has door open before leaping. At right, flagmen extinguish blaze. Bob, OK, is at far right. Bottom photo: Curley Brayer's Coventry Climax Spl., carburetors flooding, pulled into pits, caught fire and was badly damaged. Pilot was unhurt. (Top and center photos by Bill Norcross; bottom, Jack Brady)



KEN MILES (top) on his way to victory in over-2000cc race for modifieds at Santa Barbara. Frank Monise, Lotus Mk. XI, does likewise in under-2000cc race. Other photos, pages 4-5. (Photos by Robert P. Tronolone)

Vignettes

By Gus V. Vignolle

\$10,000 Rally From 8 Cities A Huge Project

"Halitosis is better than no breath at all."—GUREY.

MR. PEPYS, '59 — Up and to meet with allegedly interested parties on sale of MOTORACING, but nothing definite yet. Down the usual tranquilizers (like peanuts), deep breath of this region's poisonous smog and off to the Olive Branch in Burbank to discuss the big \$10,000 American Intl. Rally with George Holland.

Although George has an aura of mystery about him, he deserves a tremendous hand for being the first to undertake a rally of this magnitude in this country. He made up his mind two years ago when he entered two cars in the Acapulco (Mexico) rally. George reasoned: "If Europe and Mexico can do it, why can't we in the US come up with a big cash event?"

George is a prominent automotive engineer quite hep in racing, since he has sponsored cars for years. Not too long ago he was a tough, bruising ice hockey player, but you'd never guess it by his unusually quiet demeanor.

Money in Bank

This night, George Holland was a little disturbed in a quiet sort of way. Some clowns back east had started a rumor the Oct. 13-17 rally

(Continued on Page 3)

IT'S HO 9-3594

MOTORACING's telephone number is HOLLYWOOD 9-3594.

For classified ads only, please call AXminster 2-0287 and ask for Joyce Barnard. See Page 7 for other classified ad details.

The mailing address is P. O. Box 1127, Culver City, Calif.

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Vol. 4 — No. 23 — Culver City, Calif. Sept. 18-25, 1959

Miles Wallops Field at S. B.

By W. R. C. SHEDENHELM
MOTORACING Staff Writer

SANTA BARBARA, Calif., Sept. 6—Ken Miles, North Hollywood car salesman, won the over-2000cc main event, and the Ernie McAfee Memorial Trophy, in a Porsche RSK 1600cc roadster today, lapping all the big-bore competition up to 2nd place Dick Morgensen (Ferrari TR) in the process.

Some 12,000 fans (paid) saw Saturday's winner, Billy Krause (Maserati 450S), leap into the lead of the 25-lap race, followed by Miles,

BUGATTI RACE

Patrick de Goldsmith led the 9-car Bugatti race at Santa Barbara in his 1937 Type 37A monoposto 1500cc Bugatti from start to finish of the 3-lap special event. He finished well ahead of Bob Day's 2-seater Type 51A, I. Grunell's Type 41A and John Garretson's Type 57C. Both Otto Zipper and Bob Estes' Bugattis were among the DNFs.

who had taken 2nd on Saturday and Don Hulette (Jag Corvette Special), who had taken 3rd.

On the fast 2.2-mile Goleta Airport course, Hulette moved into 2nd spot, ahead of Miles, on the 1st lap, then into 1st, ahead of Krause, on the 6th lap, with Miles in hot pursuit. Morgensen lost his 4th place to Frank Livingstone (Chevy Eliminator) but soon regained it.

Krause Out of Race

Hulette stretched his lead to over 9 seconds, hitting 136.37 mph down the main straight. On the 14th lap, Miles moved the RSK ahead of 2nd running Krause, 11 seconds behind

NEXT ISSUE

Coming feature in next issue of MOTORACING—pocket road test No. 1, the new Morris Mini-Minor, by Henry N. Manney. Don't Miss it.

Hulette, Krause went into the pits on the next lap, a shock absorber torn from the frame by the strain, and was out of the race.

Hulette Overheats

On the 16th lap, it was Hulette who coasted into the pits, 15 seconds ahead of Miles, with a generator mount twisted so that the water pump would not work and the engine overheated. After Miles had lapped 3rd running Livingstone, he stroked the RSK to a 17-second win over Morgensen's 3.0 Ferrari, with an average speed of 77.55 mph, as against Krause's Saturday average of 78.9 mph. Only 9 of the 19 starters finished the 55-mile race.

Course Changes

The Goleta course was several seconds faster on Saturday due to the straightening of turns 2 and the widening of turn 3. After Eric Moir went headon into the telegraph pole outside turn 3 and many other

(Continued on Page 4-5)

Triumph Flips; Driver Killed

WILLOW SPRINGS, Calif., Aug. 30—Louis Sidney Hill, 28-year-old Triumph driver from Lancaster, Calif., was killed here today when his car skidded off turn 2 of the tricky desert course during a hill-climb held by the Corvettes Ltd. sports car club.

Hill's seat belt reportedly pulled loose when his Triumph flipped, and he was thrown under the somersaulting car. Hill died of multiple head and neck injuries before an ambulance could be summoned from Lancaster, 15 miles away.

There was no safety inspection before the event and there was no ambulance at the course.

Motoracing Entry Ready

Sparks Duo

Vies in Big Rally

Approximately 125 entries were expected before deadline for the \$10,000 American Intl. Rally slated to begin from eight cities and to run Oct. 13-17.

Chevrolet has entered nine of the new small Corvairs. Studebaker was in with six cars. There were indications that Ford would enter a number of new Falcons at the end of its 26-day "experience test run" over all federal highways. Run ends Oct. 6.

Bill Stroppe heads the 32-man team.

BULLETIN!

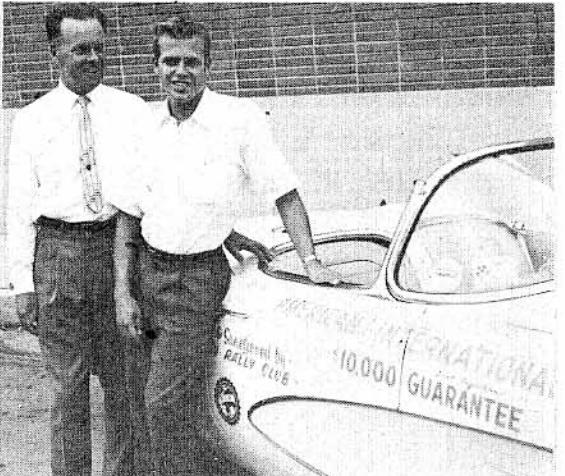
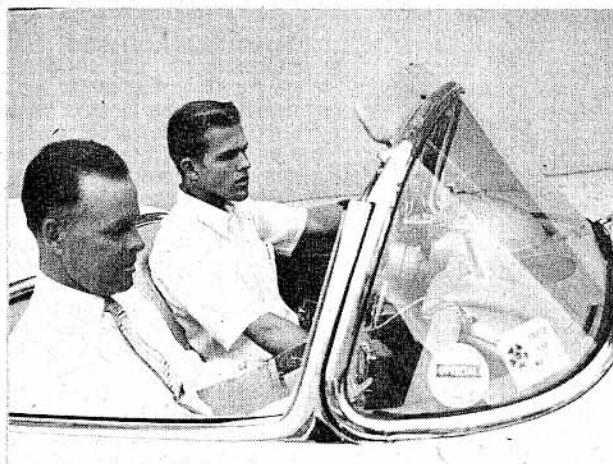
Don Royer, rallymaster and director of competition of the \$10,000 American Intl. Rally, announced at presstime that the entry deadline had been extended from Sept. 15 to Oct. 1. Starting from eight cities, the rally will be held Oct. 13-17.

Starter from Mexico City will be the duo of Bill Black-Ivo Stern-B., DeSoto. TR entries include Denise McCluggage, Doug Kennedy and Walter Cronkite.

George A. Holland, rally director, emphasized there was nothing to a rumor the event would not be held. He said about about 1/3 of entries were from LA.

A rugged entry is MOTORACING's tandem of Duane Sparks, this publication's rally expert, and his 21-year-old son, Jack, who will drive. They'll be in Duane's famed '57 T-Bird, last of the 2-seaters.

Famed driver Chuck Stevenson will be teamed with Duane's other son, Ted, winner of the D'Oro and de Wheeble Bounce rallies, 1st in No. Calif. standings and 7th in So. Calif. standings.



MOTORACING'S ENTRY in \$10,000 American Intl. Rally consists of Duane Sparks, navigator, and his son, Jack (upper left, lower right). Director Geo. Holland receives entry check from Duane (lower left). That's George's Corvette. Entry is a '57 T-Bird. Upper right: Pretty June Masters, queen of rally which starts October 13 from eight cities and ends on October 17 at Las Vegas. (MOTORACING photos)



"Unpretentiousness? Jauntiness? Youthfulness? What the devil kind of feeling should ownership of a new small car induce?"

(Reprinted from the New Yorker)

MOTORACING

PACIFIC COAST

Point Standings

By ERIC HAUSER

The following point awards, compiled last Sept. 10, include road races at Riverside, Seafair at Shelton, Wash., SF SCCA at Tracy, Calif., and CSCC Labor Day program at Santa Barbara.

A protest filed against one class leader at Santa Barbara will result in loss of ALL points earned if the protest is upheld.

Modified Over 2000cc

1. Dick Morgensen, Ferrari 61
2. Richie Ginther, Ferrari 47
3. Bill Krause, Maserati 40
4. Jack Flaherty, Lister-Jaguar 39
5. Chuck Daigh, Special 20
6. Carlyle Blackwell, D-Jaguar 20
7. Don Hulette, Chev. Spi. 17
8. Josie von Neumann, Ferrari 17

Class E Modified

1. Sam Weiss, Porsche RSK 88
2. Ken Miles, Porsche RSK 73
3. Gordy Glycer, Ferrari TR 54
4. Jay Chamberlain, Lotus 32
5. Jack McAfee, Porsche 20

Class F Modified

1. Bob Drake, Cooper 30
2. Joe Playan, Porsche RS 24
3. Don Wester, Porsche 23
4. C. S. Howard, Porsche RSK 20
5. Bill Leyden, OSCA 17

Class G Modified

1. Art Snider, Lotus 85
2. Frank Monise, Lotus 40
3. James Lowe, Lotus 40
4. Stan Peterson, Lotus 28
5. Jack Reddish, Lotus 19

Class H Modified

1. Harry Jones, Lotus 54
2. Bill Molle, Fairchild 48
3. Chuck Gounis, Crosley 20
4. Don Miller, Miller 18
5. Bill Wood, DB 18

Class B Production

1. Bob Bondurant, Corvette 53
2. Vince Mayell, Corvette 32
3. Hugh Harn, Corvette 30
4. Fred Grant, Corvette 24
5. Ray Altman, Corvette 18

Class C Production

1. Dean Mears, MB 300SL 68
2. Hal Richardson, Jaguar 31
3. Peter Culkin, MB 300SL 23
4. Gail Carver, Jaguar 15
5. Ted Roberts, Jaguar 15

Class D Production

1. Jimmy Moore, Porsche GT 39
2. Jack Breskovich, AH 100S 35
3. D. D. Michelmore, Porsche GT 32
4. John Barneson, Porsche GT 24
5. Bob Windhorst, AH 100S 21

Class E Production

1. Charles Parsons, Porsche 53
2. Bob Kastner, Triumph 36
3. Ron Bucknum, Porsche 31
4. Lew Spencer, Morgan 28
5. Rich Hilgers, Morgan 18

Class F Production

1. Willie West, Morgan 18

Class F Production

1. Frank Aldous, Alfa 35
2. John Lumkin, MGA 24
3. Mike Roetner, Alfa 23
4. Ron Hathaway, Alfa 23
5. Steve Froines, MG 19
6. Ed Barker, Porsche 18

Class G Production

1. Dick Hayward, Alfa 40
2. John English, Alfa 39
3. Steve Dredge, MG 24
4. Marshall Swape, MG 19
5. Jack Rebney, Alfa 17
6. Jim Honeter, MG 16

Class H & I Production

1. Dan Parkinson, Abarth-Fiat 41
2. Jim Parkinson, Abarth-Fiat 41
3. Willie West, Abarth-Fiat 31
4. Ray Pickering, AH Sprite 22
5. Phil Binks, AH Sprite 14
6. Paul Cunningham, AH Sprite 13

Women Over 1600cc

1. Barbara Windhorst, AC Bristol 41
2. Mary McGee, AC Bristol 21
3. Joan Galloway, Lotus s/c 19
4. Lorraine Wood, Austin Healey 16
5. Ginny Sims, Corvette 14
6. Marie Dixon, Maserati 14

Women Under 1600cc

1. Sunnie Baker, Porsche 44
2. Betty Shutes, Porsche RS 27
3. Prudence Baxter, Lotus 26
4. Odeete Bigler, MG 19
5. Mary Davis, Cooper 19
6. Katherine Bliss, MGA 16



Above are Ford's first official photographs of its new economy car—the Falcon. Ford expects to build 100,000 of them by the end of 1959.

The Falcon has a water-cooled, front-mounted engine.

Wheelbase is 8½ inches shorter than standard cars and its over-all length 27 inches shorter than a 1959 Ford Fairlane, yet it is a full six-passenger car.

The new overhead-valve, water-cooled Falcon engine has a piston displacement of 144 cubic inches and a 3½-inch bore with a 2½-inch stroke.

Letters

RACING NEWS FIRST

Sorry I let this lapse—I don't know how I've gotten by without my last two issues of your neat little rag.

Re your poll—let's keep with racing news, charts and other interesting info on racing first. Then use anything for a filler.

T. Wilson and W.R.C. are good for laughs, as is H. Manney.

Keep up the good work!

RAY NICHOLSON

Mar Vista, Calif.

CHEERS FOR WRC

Thought we would drop a line to tell you WE LIKE SHEDENHELM.

His column provides very interesting and entertaining reading. To those of us who follow the races consistently it gives a welcome note of humor in an otherwise serious game.

We hope you continue to include his column in your very wonderful paper.

DICK AND RUBY TODD

Pomona, Calif.

EVEN ON TRAINS

On the train on the way from Los Angeles to San Antonio, where my daughter and son-in-law, Harriet and Don Vasoue, were to meet me and drive me to Mexico City, the conductor was reading—guess what? MOTORRACING! I didn't know railroad conductors were interested in the sport.

ADELLE WEAVER
San Antonio, Tex.

STICK TO RACING

Keep Shedenhelm going, but make him stick to racing and allied subjects.

STUART DANE
Los Angeles

KEEP WRSC

It's about this "Slightly Modified" column by W.R.C.S., etc. that appears in every issue of Motorracing. Cut the column and I'll cut my subscription. Get it?

DICK MESSER
Los Angeles

The wart hog is found in South Africa.

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How MOTORRACING Ads Pay Off

1944 Simpson Ave.
Fresno, California
Sept. 3, 1959

Dear Gus:

Surely MotoRacing must have set some sort of classified record in my case!

My racing partner, George Harm (of KARM Radio) and I talked at length about the sort of car we wanted so as to turn to modified racing. I made trips and phone calls north and south. We considered new machines in every class from 1100 to 5000 and the used ones as well. We finally decided upon the purchase of a two to three litre used Ferrari and of course decided that the best place to advertise was in MotoRacing.

I prepared the ad and looked up a previous copy of your paper to determine the correct address for the Classified Department. Sure, I found it, but at the same time I noted Gordie Glycer's insertion offering his Ferrari Testa Rossa 2 litre for sale.

So, on the same day of sending in the ad, I also wrote Gordie a letter of inquiry. His reply seemed honest and to the point. After a few phone calls which tentatively set up the deal, George and I chartered a Cessna (I don't know what class they run in) and flew to Vaca Valley Raceways where we were met by Gordie with the Ferrari on his van. I turned eight or ten laps; was assured that this was not a "miracle" car but would at least somewhat keep out of the way of the RSK's (which is exactly what we expect to do). At the conclusion of about an hour of negotiation, Gordie was handed a cashier's check for the amount he had asked for the Ferrari, van, spares . . . the whole works. No bickering.

The car has proven to be exactly as he represented it. We realize what is to be expected of a machine with at least 63 races on it. Gordie had a new set of rear-end bearings which he knew should be installed. Upon tearing it down, it was noted that the pinion showed signs of wear. Gordie insisted that it be replaced and paid for the new ring and pinion gear although we certainly did not expect any sort of guarantee. His is a very unusual attitude in the light of normal automotive transactions but we also learn that this is representative of his firm, International Sports Cars, Ltd.

At any rate, Gordie, George, I . . . everyone concerned is very happy . . .

Sincerely,
(Signed) Chuck Cornett

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• Vignettes

By Gus V. Vignolle
CHEERS, HUZZAHS AND
OLES FOR GEO. HOLLAND

(Continued from Page 1)
would not come off as scheduled. He got phone calls from individuals and factories in NY, Detroit and elsewhere. He said there was absolutely NO foundation to these reports, period.

The \$10,000 guaranteed purse is in an LA bank under control of a highly-respected USAC official. Truman D. Vencill. Also, 40% of all entry fees over 100 cars is being placed in this account.

This is a monumental epochal event starting in eight cities in the US, Canada and Mexico. George Holland deserves three rousing cheers, huzzahs and oles!

* * *

MARGINAL NOTES—Don't miss those Riverside records on Sebring, sports car sounds, etc. They're tremendous—even if a guy like Jay Gurney walks in while you're listening to 'em and cries in astonishment, "You listening to car noises? You must be daft, old boy!" . . . From the '59 Sebring record (Phil Hill, after his Ferrari had gone out with what seemed like a bad differential): ". . . Hope we can take my experience and apply it to the careful usage of the other cars, now knowing that there is a weakness there." The Gurney-Daigh and Behra-Allison Ferraris were still left. Hill-Gendebien took over the former and went on to win. Hill must not have been wrong on the application of his experience . . . There are still echoes to the German press' blasts against Moss for what he said about the dangerous Avus course. We'll go along with Stirl and the British on this one.

Strike at BMC

BRIEFLY NOTED—It was good to see Autosport, Britain's excellent motor sporting weekly, say editorially that "British Motor Corp., of course, do not actively support racing, although they are prepared to spend large sums on record attempts at Bonneville purely from a publicity angle." BMC gave a valid reason for refusing a leave to an employee who wanted to race at LeMans, to which Autosport commented: "Fair comment, but it still seems as though BMC do not care to encourage promising drivers!" This mag poured it on the Germans, referred to the Avus north curve various times as the "wall of death" . . . Then the London Daily Mirror said of the BMC strike: ". . . it is feared that output of the new cars—the Austin Seven and the Morris Mini-Minor—will be hit—if the strike goes on." Adds the Mirror: "This is the 15th dispute at a BMC factory this year. What has gone wrong—and how long will it be allowed to stay wrong?" . . .

Moss vs. Field

SNIPPETS—It will be Moss against the field in the \$20,000 Riverside race Oct. 11. He'll tool a 2.5 Cooper Climax Monaco, said to be much better than John Fitch's. It's great the way Stirl has been going and it couldn't happen to a nicer guy. Won three straight. Seems R. R. C. Walker finally got that Cooper gearbox working right.

Also due to Riverside: Hill, Gurney (what cars, nobody knows) and Ginther in Eleanor von Neumann's 4.1 Ferrari. Moss with a good car is enough attraction . . . much better than other Europeans racing bum cars (such as at Pomona) . . . Luigi Chinetti told Papa Rodriguez that young Pedro's not ready for a 4.1 Ferrari, wouldn't sell it. We agree. The car was sold to Alan Connell, Ft. Worth, who with Skip Hudson took second last week at Elkhart Lake. Louise Cano was interested in this same job . . .

John von Neumann has been in Europe for a month . . . Mary Davis is in Europe: no connex . . . Geri Fleming writes from London that the road racing enthusiasm over there is absolutely fantastic. . . . Tony Parravano was in town from Mexico recently; he's shed a lot of poundage . . . Sunnie Baker back after 10,000-mile tour (in her Porsche) of 35 states during which she contacted 100 dealers who handle Jay's Sports Car Accessory products. Sports cars booming all over the country, she reports. Den-

ver HQ is A&B Accessories, run by Arden and Betty Morris, formerly of Long Beach, Sunnie said . . . Rene Pellandini of Worldwide Import, AC and Morgan distributor, back from Europe, where he visited the factories. More later on another distributorship he's acquired. Star driver Lew Spencer, who is doing as well (or better) with the AC as he did with the Morgan, is now Rene's general manager . . . Cal Niday, the well-known championship car driver, is now mixologist at Motor Sport Bar in Encino. . . . Eleanor von Neumann is getting a new 3-liter Ferrari. She sold a 3-liter V12 to Gordie Glycer, who sold his Ferrari TR to George Harm and Chuck Cornett . . . Ricardo Rodriguez will drive an RSK at Riverside, Pedro a Ferrari for either Eleanor or some Chicago firm . . .

Just Can't Learn

ETC. — Will the Cal Club ever learn? Jack McAfee DID NOT turn in an entry blank for Sta. Barbara, said he would not race when called by the club . . . yet the club's drumbeater (famous for these tactics) sent out copy heralding the Miles-McAfee RSK duel. All the Snapper-Wrappers used the story. Jack had a right to be pretty hot about it. Why must they always try to sucker the poor public with non-existent attractions? Jack's jammed up with opening of his new shop, misses Del Mar and won't go until Riverside (with J. von Neumann's Porsche RSK). Voila tout!

Elkhart Lake

(Continued from Page 2)

unsettled.

What happened in this: Hansen, who had taken over from Crawford on the 62nd lap of the 125-lap race in a smart driving switch (the Westfield, N.J., veteran had begun the race in Car 62 of the Cunningham stable), was full-boring along at a fast clip, turning laps around 2:50 or 2:55—practically a full lap ahead of trailing Skip Hudson (Riverside, Cal.) in the 4.1 Ferrari shared by Fort Worth's Alan Connell.

Hudson had been "charging" with lights ablaze over the last laps in a frantic effort to make time on Hansen—and the pagoda opinion was that he was just a shade under a lap behind.

Axle Trouble

Then, after taking the 2-laps-to-go signal from Al Momo of the Cunningham crew, Hansen's rear axle pinion gear broke down in Thunder Valley almost a mile from the pits—and he literally crawled up the hill and began another tortuous lap. That four miles took him 4:15 to cover, with rival cars gaining ground on him at a fantastic rate.

When he coaxed his Lister through the pit area the next time, he kept on going—and not long after he had passed the pagoda, the checkered flag was waved at Blanchard in the Porsche. This was a startling development to most onlookers, who had figured his only real threat was the Hudson Ferrari—which soon afterwards also got the flag. Five minutes and 18 seconds after he began that last lap, Hansen came home.

Aware that there was a strong possibility of error, scorers went into a prolonged huddle—and eventually awarded first to the Lister Jag, second to the Ferrari, and third to the Porsche. What had happened is that Hansen actually made 126 laps and had really had a full two laps lead on Hudson, although neither factor was known to most spectators. The result is that Hansen's actual victory margin was close to a lap and a half over the Ferrari via the belated check of some 5,500 to 6,000 position numbers on the lap charts.

Another Switch

Eventually, too, fourth place was switched around with the Aston-Martin DBR-2 of George Constantine and Paul O'Shea being dropped to fifth while the surprising Lister Jag driven by Cunningham himself and Phil Forno was given fourth.

The winning Lister had moved up

from the 31st row on the starting grid to take the lead for keeps by the 16th lap.

It was pitted 4:20 against pit stops of 6:06 for the Ferrari, 3:47 for the Porsche, and 11:44 for the Aston-Martin.

(Continued on Page 6)

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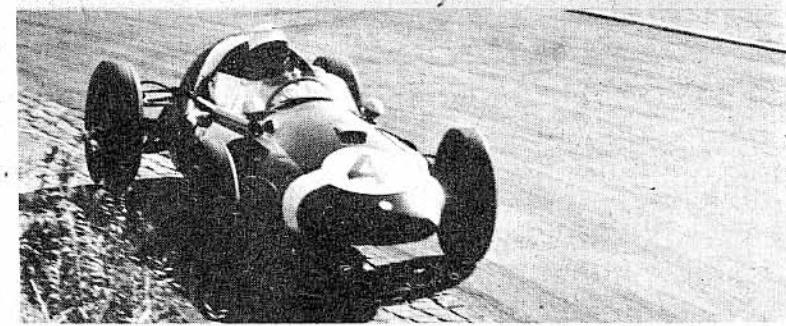


WORLD'S DRIVING CHAMPIONSHIP POINT STANDINGS

Standings for the world drivers' championship after the Grand Prix of Italy (only U.S. Grand Prix remains):

1. Jack Brabham, Cooper	31
2. Stirling Moss, Cooper, BRM	25.5
3. Tony Brooks, Ferrari	23
4. Phil Hill, Ferrari	20
5. Dan Gurney, Ferrari	13
6. Maurice Trintignant, Cooper	12
7. Masten Gregory, Cooper	10
7. Joakim Bonnier, BRM	10
8. Bruce McLaren, Cooper	8.5
9. Harry Schell, BRM	5
10. Olivier Gendebien, Ferrari	3
10. Innes Ireland, Lotus-Climax	3
11. Cliff Allison, Ferrari	2
(Points for the first five places—8-6-4-3-2. Fastest lap—1 pt.)	

STIRLING MOSS heads for two victories. Top: He's piloting Aston Martin in Tourist Trophy at Goodwood, England. Bottom: in the Walker Cooper at Portugal Grand Prix at Lisbon. (Top: MOTORACING photo by Henry N. Manney III; bottom: photo by Ami Guichard)



3 Straight for Moss

Tourist Trophy

By HENRY N. MANNEY III

MOTORACING Staff Writer

GOODWOOD, England, Sept. 5—Stirling Moss surprised nobody by driving not one but two Aston-Martin sports cars on his way to victory in the 24th revival of the famous Tourist Trophy.

His first mount went up in flames in a big way at its second pit stop, slightly burning codriver Salvadori, whereupon the dauntless Moss ousted Shelby/Fairman from the No. 2 car and continued until the finish. The Porsche challenge, as anticipated, was indeed strong, the von Trips/Bonnier RSK occupying first place at least twice while the other two were well up until one crashed and the other dropped a valve; the first team car, however, grabbed second.

The Ferraris were not expected to do at all well on this tight course, but that of Brooks finished third a few seconds behind the Stuttgart car. He took over the mount of Gendebien/Cabianca after his own was delayed by brake and steering bothers.

Terrific Crowd

An enormous crowd came down from London on this sunny spring-like day to see the 40 assorted sports cars start out on their 224 laps (approx. 6 hrs.) of the pleasant airport circuit.

The insistent cries of bookies (even money on Moss, two to one on Brooks) mingled oddly with the shrieks and snarls of last-minute tuning. Enthusiasts left the tea/beer tents and took up vantage points.

The Le Mans start saw Moss get away without solespin, vaulting into No. 1 Aston at the head of the line, and getting away in a fine blare of sound. Dan Gurney, who was next door, sat there for a few

G.P. of Italy

MONZA, Italy, Sept. 13—Britain's great Stirling Moss made it three straight here today as he won the GP of Italy in record-winning time. He drove a Cooper Climax.

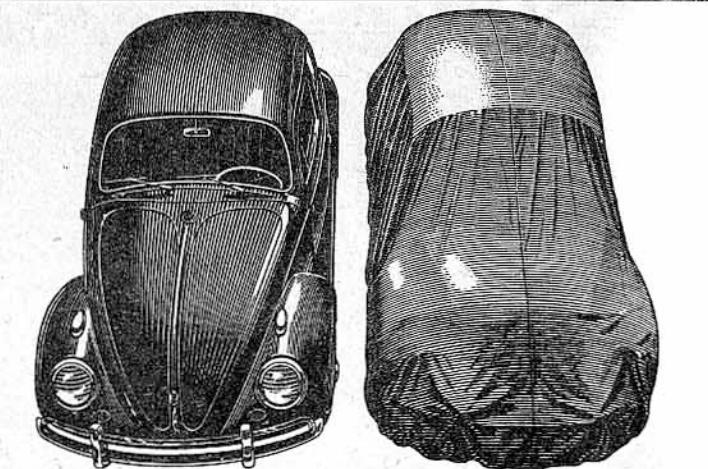
He had won the GP of Portugal, and the Tourist Trophy (Aston, sports cars) recently. He thus kept alive his hopes for the '59 drivers' championship. Moss moved up one (Continued on Page 6)

G.P. of Portugal

By HENRY N. MANNEY III

MOTORACING Staff Writer

LISBON, Portugal, Aug. 23—Finally, on the sixth round of the battle for F1 world championship honors, Stirling Moss (Cooper) shed his private Italian devil, stroking home to a definite win over full teams of Cooper, Lotus, Ferrari, and Aston-Martin. Lapping the second-place man, Masten Gregory (Continued on Page 7)



Is Volkswagen contemplating a change?

The answer is yes. VW changes continuously—there have been 80 changes this year alone.

But VW doesn't change a car for the sake of change, only to make it better. For instance, permanent magnets were added to the drain plugs to keep the oil free of tiny metal particles. VW riveted special steel springs into the clutch plate to make shifting even smoother.

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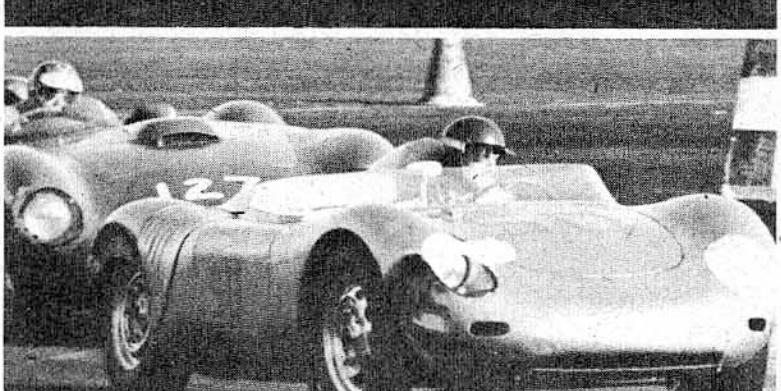
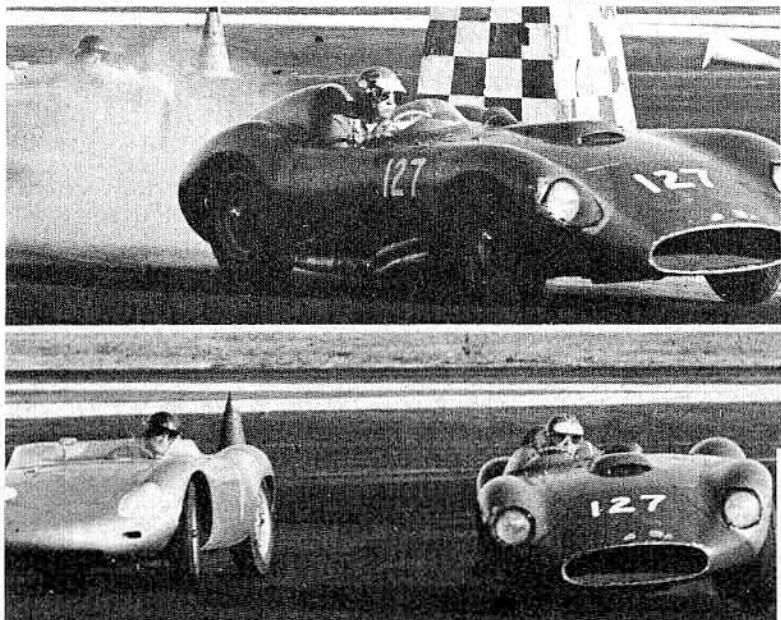
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It's Krause—Then Miles



MILES MOVES UP—At Santa Barbara in CSCC races, Bill Krause, Maserati (top) leads Don Hulette, Corvette Spd. (near pylon), and Ken Miles, Porsche RSK; 2. Hulette has passed Krause, who still leads Miles; 3. Miles tries to pass Krause on outside through turn 9; 4. And now it's Miles out in front. He won; other two were DNFs. (Photos by Bill Norcross)

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PITS TEEMING WITH ACTIVITY AT GOLETA AIRPORT AS 12TH RUNNING SANTA BARBARA RACE CHARTS

12th Running Santa Barbara Road Races—Goleta Airport California Sports Car Club Sept. 5-6—Course 2.2 mi. SUNDAY, SEPT. 6

RACE 10—FORM. III, II & Jr.: 10 laps, 22 mi., time 18:05, avg. 73.0 mph.

Sec Class

Pos	Behind	Driver	Car	Pos
1		Roth, R.	Coop. Nort.	1F3
2	28	Korst, R.	Coop. Nort.	2F3
3	39	Morrow, H.	Coop. Nort.	3F3
4	55	Fahy, P.	MG Spd.	1FJ3
5	74	Carveth, R.	T-Flat	2FJR
6	1L22	McCarthy, C.	C. JAP	4F3
7	32	Nichols, K.	Coop. Nort.	5F3
8	50	Weber, C.	W&WTRSpd	6F3
9	90	Barrett, B.	MG-FISpl	1F2
10	2L123	Gramberg, M.	Ind. Spl.	7F3
11	125	Schlimmer, G.	Nort. Sp.	8F3
12	3L61	LeGrand, A.	Ren. Sp.	9F3

DNF: Thormin, D. (F-III); Hand, B. (F-III); Wenz, B. (F-III); Steves, D. (F-III).

RACE 11—PROD. G, H & I: 12 laps, 26.4 mi., time 25:00, avg. 63.4 mph.

Sec Class

Pos	Behind	Driver	Car	Pos
1		Parkinson, D.	Fiat Ab.	II
2	1	Parkinson, J.	Fiat Ab	2I
3	13	Dredge, S.	MG-TC	1G
4	19	McCosh, D.	A/H Sprite	1H
5	22	Randolph, L.	A/HSprie	2H
6	28	Augustus, B.	Alfa Spy	2G
7	39	Fouch, J.	Alfa Romeo	3G
8	56	Grossman, D.	A/HSprie	3H
9	58	Cooper, J.	Alfa Spy	4G
10	60	Simon, R.	MG-TC	5G
11	62	Martineill, V.	MG-TD	6G
12	64	Welshans, W.	A/HSprie	4H
13	70	Steube, W.	A/HSprie	5H
14	77	Meeker, G.	A/HSprie	6H
15	80	Bloemendaal, A.	A/HSprie	7H
16	89	Knight, E.	A/HSprie	8H
17	100	Coffman, P.	MG-TD	7G
18	104	Hawks, D.	A/HSprie	9H
19	106	Moriarty, C.	MG-TC	8G
20	115	Hooper, N.	A/HSprie	10H
21	120	Neuman, N.	Alfa Sprint	9G
22	121	Dykes, R.	A/Sprite	11H
23	127	Boyle, R.	A/HSprie	12H
24	137	Boughton, J.	MG-TD	10G
25	1L10	Partridge, R.	MG-TD	11G
26	12	Knapik, L.	MG-TF	12G
27	18	Carroll, T.	A/HSprie	13H
28	26	Mapes, B.	A/HSprie	14H
29	41	Hey, J.	Fiat Abarth	3I
30	55	Hess, J.	Fiat Abarth	4I
31	69	Goree, J.	A/HSprie	15H
32	74	Vote, F.	A/HSprie	16H
33	81	St. Hilaire, A.	HSprie	17H
34	138	Gleghorn, J.	MG-TD	13G
35	6L36	Crawford, A.	A/HSprie	18H

DNF: Walker, C. (MGTD-Mk II); Ames, L. (Berkeley 500).

RACE 11A—PROD. F: 12 laps, 26.4 mi., time 24:11, avg. 65.5 mph.

Sec Class

Pos	Behind	Driver	Car	Pos
1		Handley, T.	Alfa Vel.	1F
2	11	Parker, R.	Porsche Spd	2F
3	13	Cooper, G.	MG-A	3F
4	16	Dotzauer, D.	Por Spd	4F
5	30	Mastersson, J.	MG-A	5F
6	33	Scurlock, R.	MG-A	6F
7	46	Mackey, E.	Alfa Sprint	7F
8	48	Sharmann, D.	MG-A	8F
9	64	Elms, R.	MG-A	9F
10	65	Atsai, B.	Porsche Conv	10F
11	73	Lind, K.	MG-A	11F
12	82	Nelson, H.	MG-A	12F
13	85	Gates, C.	Porsche	13F
14	86	Horn, W.	Volvo Sedan	14F
15	94	Woods, D.	Volvo	15F
16	IL5	Bush, L.	Porsche Spd	16F
17	9	O'Neil, M.	MG-TF	17F
18	34	Curtis, R.	Alfa Vel Sup	18F

DNF: Knorr, R. (MGA); Chaffee, J. (MGA); Holle, D. (MGA); Finch, P. (MGA); Stewart, E. (MGA).

RACE 12—PROD. D & E: 12 laps, 26.4 mi., time 23:25, avg. 67.6 mph.

Sec Class

Pos	Behind	Driver	Car	Pos
1		Hills, J.	Por Carr GT	1D
2	18	Pirolatto, R.	Por Carr	1E
3	19	Ericson, E.	Por SupSpd	2E
4	28	Barber, J.	Por Carr	2D
5	50	Deeter, K.	Morg TR-3	3D
6	61	Tutt, J.	A/H 100-M	3E
7	62	Mitchell, J.	A/H 100	4E
8	76	Bowering, J.	TR-3	5E
9	90	Freeman, C.	Por Carr	6E
10	99	Schorck, A.	Arr. Brist	7E
11	103	Thompson, J.	TR-3	8E
12	107	Weaver, R.	A/H 100S	4D
13	121	Gibson, D.	A/H	9E
14	IL9	Forrest, C.	A/H 100-6	10E
15	30	Wright, D.	MGA DOHC	11E
16	31	Spratt, E.	TR-3	12E
17	45	Grover, D.	A/C Brist	5D

DNF: Grover, D. (A/H); Michelmore, D. D. (Por. Sup. Spd.); Myers, W. (Por. Carr. Spd.); Canet, D. (TR-3); Ostalnd, J. (TR-3).

RACE 13—1st 7 cars from races 1, 2A, 3, 4 and 1st 7 class D cars from race 5: 12 laps, 26.4 mi., time 22:33, avg. 70.3 mph.

Sec Class

Pos	Behind	Driver	Car	Pos
1		Spencer, L.	AC Bristol	1D
2	3	Parsons, C.	Por. Carr.	1E
3	21	Windhorst, B.	A/H 100S	2D
4	25	Moore, J.	Por. Carr. Spd.	3D
5	29	Barker, E.	Porsche Spd.	1F
6	30	Beitel, G.	Por. Su. Spd.	2E
7	42	Herrick, S.	Por. Carr. GT	4D
8	44	Hathaway, R.	Alfa Vel.	2F
9	51	Jordan, D.	Porsche Spd.	2F
10	58	Hornsey, S.	AC Bristol	5D
11	75	Kirby, R.	Porsche 1600S	3L
12	77	Montonen, H.	Por. Spd	4E
13	85	Hodgson, B.	Por. Spd.	4F
14	107	Catron, J.	Por. Su Spd	5E

DNF: Blackwell, C. (D-Jag.); Carter, R. (Jag. Sp.); Howard, C. (Chev. Sp.); Matthews, J. (Stata Corv.); Daigh, C. (Maserati 5.7); Krause, B. (Maserati); Cummings, M. (Corv. Sp.); Hulette



—Photo by Bill Norcross

G OF CSCC SANTA BARBARA ROAD RACES ATTRACT 272 SPORTS CARS

PITSVILLE

By MARIE DIXON



Santa Barbara Races Sept. 5-6 — CSCC

"Mich" Michelmore didn't get any farther than practice on Sat. when the transmission in his newly-acquired Porsche Spyder went out. The car was taken home and fixed in time for Sun. race.

Bob Drake became a spectator after the ring gear broke in the Climax during practice.

During the 1st race on Sat. Eric Moir dropped from the race after he drove into the pole on turn 3. The pole is fine, but the Sprite has some bent metal, the radiator brackets are broken and the frame is slightly bent.

Dick Hayward was having quite a battle with Jack Rebney for first place in the 2nd race. While Dick was trying to hold the lead going down the backstretch the engine in his Alfa seized.

Ione Wheeler had a red face when she had to retire her Panhard Sat. with an empty gas tank.

Top woman driver Linda Scott has temporarily retired from racing—and for good reason. A little Scott is expected in about 4 months.

The Bachelors Sports Car Club had 8 cars entered, but only 4 made the course and only 3 got to race. One of the award-winning members of this club, Bob Bondurant, was present but without wheels. At the last minute, Bob McKim offered Bob his Corvette. At it turned out, it was a pretty hot ride. On the 1st lap Bob pulled off the course on turn 5 with the engine on fire. It's a sure bet that the car wasn't equipped with an ejection seat, but Bob looked as though he were jet-propelled when he left the car. An overflow of gas, caused by a clogged gas line, started the fire. Damage was main-

ly to the body. Jerry Osland was determined to break a streak of bad luck and finish a race in his TR3. He got off to a bad start when he lost the oil plug in practice Sat. To replace the plug, the complete transmission had to be dropped. With much assistance from Barker and Cooper of the Pacific Sports Car Club, the job was completed in 1½ hrs. and in time for Jerry's race. While running 3rd in class, the plug slipped again and he returned to the pits. The college spirit was still there on Sun., and Jerry was off and running at the drop of the green flag. Luck was still side-stepping him, and on the 5th lap his clutch disintegrated.

On Sat. Jim Chaffee retired his MGA when he lost a bearing, and on Sun. the cam shaft broke.

Dr. Chet Burgraff's little Panhard dropped the gearbox.

While running 3rd in race 13 "Kas" Kastner pulled into the pits with his engine overheating badly. A misplaced water cap was the cause. "Kas" waited for the end of the race and pushed his TR3 across to finish.

On the 5th lap in the small-bore race on Sat., Curley Brayer of Phoenix pulled his brand new Climax into the pits with flooding carbs. He turned the engine off and waited in the car while his crew came running. They started pulling Curley out of the car. He couldn't understand why and couldn't hear their explanations with the roaring of passing cars. He soon realized the situation when flames came out the dash. He was out of the car in a flash. Three things caused the fire to get a good start. The ignition wires were crossed and when they burned

through, gas started pumping, adding fuel to the fire. No one had a screw driver to pop the hood and 3 of 4 fire extinguishers were faulty. Curley finally grabbed a corner of the hood and ripped it off and the fire was quickly put out. Pre-ignition caused the fire. The body burned mainly.

In the next race, the Huffaker Spec. stopped at turn 3 on the 2nd lap with the wire system burning under the hood. The flames were quickly extinguished and little damage to the car was reported. This fire started from a vibrating wire that fell across the ground strap.

Fred Grant dropped out of contention in the Corvette race on Sun. when the spindle broke, causing him to lose the right front wheel while going through turn 7.

While running 2nd in the under 2000cc main, Scooter Patrick hit oil between turns 3 & 4, spun and connected with some haybales, causing extensive body damage to his Porsche Spec. On the 21st lap Stan Peterson locked up on turn 3 and went into the ditch. The ambulance went out both times but the drivers were unhurt.

This race proved to be expensive for Chuck Cornett. With only one lap to go while running 2nd he put a rod through the block in his Ferrari TR.

Don Hulette was really hauling in the main on Sun. On the 15th lap he was in the lead by 15 seconds—victory in sight. On the 16th lap he was forced to retire with a bent generator bracket that resulted in an inoperative water pump.

After the 3rd lap, Frank Livingston lost all but 3rd gear but stuck to it and picked up 2 trophies for

Cars Galore at Santa Barbara



HERE'S THE procession going into turn 1 at Santa Barbara road races over Labor Day weekend. Top: Bill Krause leads the way, followed by Miles directly behind him, and Don Hulette at right. Other shot shows field winding its way through turn 2. (Photos by Jack Brady)

his efforts.

With only one lap to go, while running 4th overall and first in class, Ak Miller was forced out with a broken rear axle on his Devin Olds.

Earlier in the race Bill Krause dropped out with a broken shock absorber on the 4.5 Maserati, and Chuck Daigh split the rear end housing on Edgar's 5.7 Maserati.

RACE POSTPONED

VACAVILLE, CALIF.—Torrential rains which flooded many parts of the Vaca Valley Raceway forced postponement of the \$5000 USAC sports car race here Sept. 20. Officials said the race would be held Sunday, Sept. 27.

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TRIMS ACHINERY

who had placed 3rd in Saturday's event, went headfirst into the ditch outside turn 3, to be the last of the six drivers to do so during Sunday's racing. The fun started during Sunday's practice when Jim Piggott (Cooper Climax) slammed sideways in the 4-foot deep drainage ditch. A few laps later, Chuck Metcalf slid the ex-Johnny Porter Aardvark Panhard into the ditch, flipped, and landed upside down right alongside the Cooper.

Clean Sweep for Bondurant

The B and C production race saw Bob Bondurant, whose Corvette had caught fire early in Saturday's race, start from the back on the 14-car pack and move to 5th spot by the end of lap 1 and into the lead during lap 3. Vince Mayell, Saturday's winner, shot into the 1st lap lead, but was pranged by Bill Gaskin's Corvette on turn 5 and the trunk lid flew open. After a quick pit stop to have the fiberglass lid torn out by the roots, and restarting dead last, Mayell moved rapidly into 3rd before he threw a fan belt and retired.

Mears 300-SL in Pursuit

Dean Mears, in one of the Mercedes 300-SL coupes long thought to be outclassed by the Corvettes, blasted the German car into 3rd spot early in the 12-lap event, right behind Thorgrimson's Corvette. When the 2nd place Corvette lost a wheel while accelerating down the back straight, Mears moved into 2nd, where he stayed for the rest of the race. Bill Gaskins, running a close 3rd in his Corvette, steamed into turn 3, missed a shift and slid majestically into the ditch, head-first, the 5th victim of the day.

With restaurateur Rudy Cleve taking 3rd in a 300-SL roadster, and Peter Culkin 4th in a 300-SL coupe, the Mercedes seemed to

horst, B. (A/H 100S); 3) Moore, J. (Porsche GT Carr.).
RACE 6—MOD. UNDER 1000 CC: 8 laps, 17.6 mi., time 15:39, avg. 67.5 mph.
1) Molle, W. (Fairchild Panhard); 2) Parkinson, J. (Fiat Abarth); 3) Wood, B. (Panhard Sp.); CLASS H: same.
CLASS G: 1) Webb, J. (DB Cp.).
RACE 7—WOMEN'S RACE: 8 laps, 17.6 mi., time 15:08, avg. 69.4 mph.
1) Shutes, B. (Porsche RS Spyder); 2) Baxter, P. (Lotus XI); 3) Galloway, J. (Lotus X).
CLASS C: Sims, G. (Devon Jag.); CLASS D: Windhorst, B. (AC Bristol); CLASS E: Shutes; CLASS F: Bliss, K. (MGA); CLASS G: Baxter; CLASS H: Reitz, S. (Sprite); CLASS I: Von Hentschel, J. (Fiat Abarth).

RACE 8—MOD. 1000-2000 cc: 8 laps, 17.6 mi., time 14:14, avg. 74.2 mph.
1) Monise, F. (Lotus XI); 2) McQueen, S. (Lotus XI); 3) Peterson, S. (Lotus XI).
CLASS GL: same.
CLASS F: 1) Patrick, S. (Porsche Sp.); 2) Leyden, B. (OSCA); 3) Hughes, D. (Porsche 550); CLASS E: 1) Cornett, C. (Ferrari); 2) Class, R. (MGTF).
RACE 9—MOD. OVER 2000 cc: 8 laps, 17.5 mi., time 13:23, avg. 78.9 mph.
1) Krause, B. (Maserati); 2) Miles, K. (Porsche RSK Spy.); 3) Hulette, D. (Jag. Corv. Sp.); CLASS B: 1) Hulette, D. (Jag. Corv. Sp.); CLASS C: 1) Sohus, R. (Reynolds-Wrap Sp.); 3) Miller, A. (Devin Olds).
CLASS C: 1) Krause; 2) Blackwell, C. (D Jag.); 3) Livingston, F. (Chev. Eliminator).
CLASS D: 1) Morgensen, R. (Ferrari TR); 2) Nethercutt, J. (Ferrari TRC).
CLASS F: Miles, only entry.

have regained their winning ways.

AC Bristol vs Porsche Carrera

The Sunday race for the top cars from the class D to H production races on Saturday was a 12-lap duel between Lew Spencer, who had taken 1st in class D, in the Rene Pellandini AC and Chuck Parsons, who had won class E, in the Carrera. The cars were seldom more than 2 car lengths apart, both clocking over 110 mph down the straight. After half a dozen lead changes, Spencer led the last lap by less than a car length. Parsons dove for the inside on turn 6, slid into Spencer's car, and dropped back a little. Spencer crossed the finish line 3 seconds ahead of Parsons, with popular Bob Windhorst (AH 100S) 18 seconds further back.

Jay Hills Wins

Jay Hills, who finished dead last in Saturday's B, C and D production race, swarmed his Porsche Carrera GT into 2nd within 4 laps in Sunday's 12-lap consolation race, following William Myers' Porsche. Myers spun out of the race on turn 5 during the 8th lap, and Hills finished 18 seconds ahead of Bob Piolatto (Porsche Carrera), who was 1 second ahead of the Porsche Super Speedster of Ed Ericson.

During this race, Dan Canet slid his TR-3 into the turn 3 ditch to be victim no. 4.

Handley Wins Class F

T. H. Handley, a DNF in Saturday's event, won Sunday's consolation race with a 65.5 mph average. Starting at the rear of the 23-car pack, he moved his Alfa Romeo into 2nd on the 2nd lap, behind Don Holle's MGA, with Holle turning 92.8 mph down the straight trying to keep ahead. Handley moved into the lead on the 4th lap, with Holle hot in pursuit. On the 6th lap Holle locked his brakes coming into the tricky turn 3 and went into the ditch. Handley, in keeping a lead on 2nd place Bob Parker (Porsche

Speedster), was clocked at 97.8 mph down the straight and averaged 65.5 mph for the 12 laps.

Trophies for Parkinsons

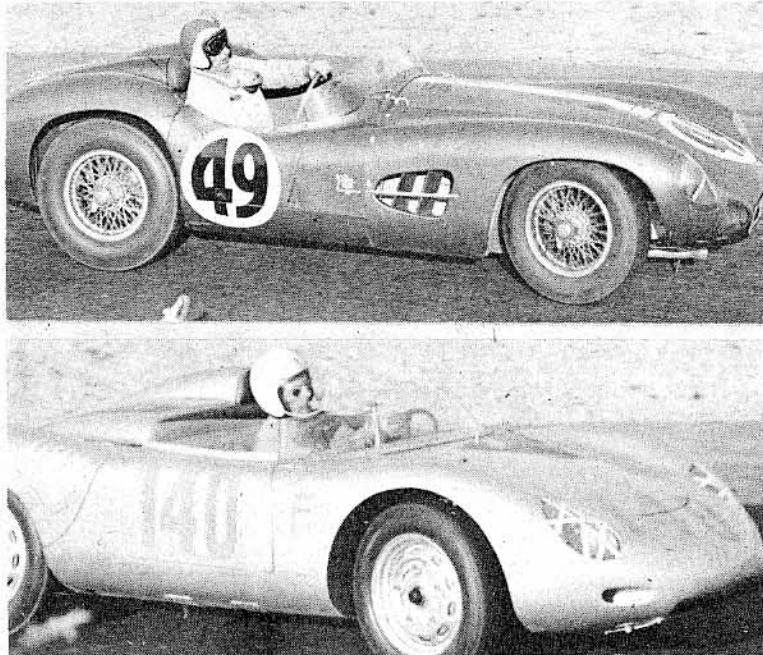
In the consolation race for classes G and H, and for Class I, Dennis McCosh (Sprite) took L. Randolph's (Sprite) initial lead away from him on the 1st lap, with Dan Parkinson (Fiat-Abarth) moving by Randolph into 2nd. Dan led by the end of lap 2, with cousin Jim Parkinson (Fiat-Abarth) moving into 3rd, behind McCosh. Jim moved into 2nd spot on the 3rd lap and Steve Dredge, brother of Bill Dredge, automotive editor of the L.A. Times, moved his MG-TC past McCosh's Sprite on the 8th of 12 laps and finished 3rd. The race average was 63.4 mph.

Roth Wins F-III Both Days

Rolf Roth, the flying Swiss, drove his Cooper Norton to a decisive win both days, beating a pack of 16 Formula III, II and Jr. cars on Saturday and a pack of 17 on Sunday. Roth led Bob Wenz and Bob Korst, both in Cooper Nortons, across the finish line in Saturday's event, and led Korst and Harry Morrow on Sunday. On Sunday, Roth, who averaged 73 mph, was hotly pursued by Wenz for the opening 8 laps of the 10 lap race, until Wenz was forced into the hay bales on turn 2 by a slower F-III car he was trying to pass.

AC Bristol Terrific!

Betty Shutes, of the WSCC, won both days' women's races in an RS Porsche, followed by the Lotuses of Prudence Baxter and Joan Galloway on Saturday and by Barbara Windhorst (Pellandini AC Bristol) and Grace Tara (Lotus Mk. XI) on Sunday. The second-hand Pellandini AC was driven to 2 class wins by Barbara and to 2 class wins and an overall win by Lew Spencer, after doing equally as well the first time the same drivers ran it, at San Luis Obispo.



THOMPSON ACTION—Top: George Constantine, Aston Martin DBR2, winning SCCA national race at Thompson, Conn. Bottom: Bob Holbert, Porsche RSK, who took second.

CONSTANTINE SCORES IN ASTON MARTIN

THOMPSON, Conn., Sept. 7 — George Constantine, Southbridge, Mass., decisively defeated Walt Hansgen, Westfield, N.J., in today's finale of the two-day SCCA national races at Thompson Raceway. Bob Holbert, Porsche RSK, was second; Phil Forno, Porshe RS, third.

Hansgen's Lister-Jaguar, which took the lead at the start of the 60-mile feature, was passed early in the first lap by Constantine's Aston Martin. He kept the lead and averaged 69.83 mph. Hansgen finished fourth.

Today's victory gives Constantine the lead over Hansgen in national standings, 46-40.

Tuerke Scores

Biggest upset came in the third race when Roy Tuerke, Arlington, Va., drove his Corvette from last place to victory. Yesterday's winner, Frank Dominian, Valley Stream, N.Y., was a close second. Corvettes took the first five places.

Other overall winners: Harry Blanchard, Porsche, and Frank Baptista, Elva. Other class winners: Phil Forno, OSCA; Harry Carter, AC Bristol; John Kingsley, Alfa; Bud Fehnel, DB; Paul Richards, Fiat-Abarth; Fred Sross, Austin Healey; Alan Connell, Maserati 250S; Gaston Andrey, Ferrari TR; Bob Holbert, Porsche RSK.

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Meadowdale

Race Won

By Pabst

MEADOWDALE, Ill., Sept. 6 — Piloting an ex-Scarab renamed Meister Brauser No. 1, Augie Pabst, Milwaukee, came from behind in the second heat of the formula libre race today to win \$2,700, first prize money before a crowd of 62,632. Pabst also won yesterday's over-1500cc sports car race in a 2.5 Ferrari to take home an additional \$300.

Lloyd Ruby, Houston, driving a Maserati took second, seven seconds behind Pabst. He won \$1500. Third (\$1100) went to John Fitch, Lime Rock, Conn., Cooper Monaco. Jim Rathmann, who was running third with only five laps remaining, lost a wheel to the Lister-Corvette and rolled over 12 times. He narrowly escaped serious injury. Rivets sheared on the right rear wheel. His helmet and shoulder brace saved his life.

Eddie Crawford, Northfield, Ill., won the first sports car race Saturday in an Elva MK IV (84.115 mph — 20 laps). The second was won by Pabst (82.707 mph — 15 laps). The third was won by Ruby in a 4.5 Maserati (85.770 mph — 20 laps). Each won \$300. USAC races were for various engine sizes.

The much-heralded midget driven by Rodger Ward failed to live up to its pre-race billing. The midget broke down after the fourth lap. Another disappointment was the mechanical breakdown of another Scarab now owned by R. C. (Bob) Wilkie and driven by Jim Jeffords. Jeffords was well in the lead when the suspension broke down.

In today's formula libre, Bill Larson, Minneapolis, driving an Echidna, took fourth and \$800. Fifth went to Bill Wuesthoff, Milwaukee, RS Porsche; sixth, Ed Grierson, Minneapolis, Echidna; seventh, Bruce Boyle, Glen Rock, N.J., D-Jag. The course is 3.27 miles.

drew it so the team Astons would have a home; Fairman (who had been off the road in Shelby's car twice already) was called in, Moss took over, and off he flew to try and catch Bonnier in Trips' Porsche who had nipped by during the confusion.

Gurney Flying

Meanwhile back at the ranch, Cliff Allison had pre-empted Gendebien's car from Cabianca (you following?) and was steadily pulling up on the Porsche from his third position as was Moss. Gurney was going like a rocket, but fiending the tires as well, in the rejuvenated seventh place Brooks Ferrari, trying to work his way up past Bristol and Maglioli (Porsches) and fourth-man Trintignant (Aston), a task made easier when the Englishman shunted Stacey (in Hill's Lotus) in the back and wiped out both rennwagen.

Moss caught Bonnier, needless to say, but had to do the whole job over again after making a pit stop for tires etc., while Gurney used up his third Jag in two years. Gregory crashed and was taken to the hospital with minor injuries.

The order stayed pretty much like that until the end carwise, Brooks abandoning his No. 9 to Gurney (who blew a tire about five laps before the end and struggled around after a monstrous ghiooley to wait behind the line) and taking over the third place Gendebien/Cabianca Allison No. 10 Ferrari in a vain effort to catch Trips, who was at 5:30 (half-hour before the finish) still on the same lap as Moss. Barth, after a fine drive, had a valve fall in on Maglioli's Porsche and waited by the finish line also, thus letting the amazing and consistent Lola-Climax (Ashdown/Ross) into sixth position with only 1100cc.

1. Moss/Salvadori/Shelby/Fairman, Aston Martin 3.0, 89.41 mph.
2. von Trips/Bonnier, Porsche 1600 RSK, class win, 1 lap, 89.14.
3. Brooks/Gendebien/Cabianca/Allison, Ferrari 3.0, 1 lap, 89.13.
4. Frere/Trintignant, Aston Martin 3.0, 3 laps, 88.24.

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Continental Divide Rally Is a 'Must'

DENVER, Sept. 16—Attention, all true rallyists:

Don't miss the SCCA's famous national rally, the Continental Divide, labeled "America's Unrivaled Alpine Classic," and set for Sept. 24-26.

Seven hundred fifty miles through beautiful Golden Country in the Rockies—through the Royal Gorge, Central City, Georgetown—the very roof of the world.

Rally proper begins Friday morning, Sept. 25, from Magic Mountain, Colo., to Aspen. It continues through the wilderness the next day and back to Aspen. That evening: banquet and fandango!

A concours is on tap Sept. 27.

For details, entry blanks, souvenir brochure: write to Margaret Hircher, Rally Registrar, 3895 Chimayo Rd., Littleton, Colo.



BOB KATKE and sleek Auto-Union-engined BLW Spl., Formula Junior entry, in Deer Park race held at Spokane, Wash.

Dr. Becker, Ferrari, Victor at Deer Park

SPOKANE, Wash., Sept. 6—Dr. Frank Becker, Mercer Island, Wash., drove his Testa Rosa Ferrari to victory at the Deer Park sports car races. Becker took the lead after Jerry Grant's Chrysler-Kurtis developed a sick engine after only three laps. The Kurtis led up to that time. D. J. Rattenbury ran second for the first three laps then joined the Kurtis with a locked-up rear end.

Tom Meehan of Seattle took second overall in his Pooper. A record 105 entries were received for the race, sponsored by the Sports Car Club of Spokane. The event was sanctioned by the International Conference of Northwest Sports Car Clubs.

Class production winners: A. Jim Hugbank, Corvette; B. Bob Yeakel, Porsche Carrera; C. Ray Isaacs, Austin-Healey 3000; D. Curt Berreman, Austin-Healey 100-6MM; E. Billie Manning, Triumph TR3; F. John B. Sparrow, Porsche; G. Brock Brumbaugh, MGA; H. Paul Jaremko, A-H Sprite; I. I. B. Knoblauch, Berkeley.

The modified event saw the first appearance at Deer Park of the new Formula Junior machinery. John McCormack won this class in his Morris-based special. Bob Katke, in the sleek Auto-Union engined BLW Special, and Bill Toews, Vooper, followed.

—BOB DONNEY

RACE CALENDAR

SEPTEMBER

19-20—LA SCCA races, Del Mar, Cal.
19-20—NY SCCA races, Bridgehampton, L.I., N.Y.
25-26—Glen SCCA national races, Watkins Glen, N.Y.
27—\$5000 USAC race, Vacaville, Cal.

5. Gurney/Brooks, Ferrari 3.0, 4 laps, 87.78.
6. Ashdown/Ross, Lola-Climax 1100 class win, 14 laps, 83.85.
7. Flockhart/Bekaert, Jag-D 3.0, 15 laps, 83.40.
8. Hicks/Prior, Lola 1100, 16 laps, 82.84.
9. McKee/Brierly, Elva Climax 1100, 18 laps, 82.03.
10. Cox/Escott, Lola Climax 1100, 22 laps, 80.43.
11. Greene/Marsh, Lotus Climax 1100, 25 laps, 79.28.
12. Maglioli/Barth, Porsche PSK 1600, 27 laps, 78.61.
13. Brown/Steele, Elva Climax 1100, 55 laps, 68.33.
14. Campbell-Jones/Horridge, Lotus Climax 1100, 70 laps, 61.49.

Fastest lap—Brooks (in No. 9 Ferrari) 94.12 mph. (New record).

Team prize—Lolas.

Sports Car Manufacturers' Championship—1. Aston Martin, 24; 2. Ferrari, 22; Porsche, 21.

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MARTIN ON TOP

TUSKEGEE, Ala., Sept. 6 — Ed Martin, Columbus, Ga., poured it on in the last two laps to win the 30-lap feature of the Alabama region SCCA races here today. He drove a 3.8 Ferrari.

Next came Don Horn, Jag XK SS; Pete Harrison, 3.0 Ferrari; Bill Warren, Porsche GT Carrera; Terrell Weaver, Corvette Sp. (Details next issue)—DON HUTELIN.

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MOTORACING

G.P. of Portugal

(Continued from Page 3)

(Cooper) and third-slot Gurney (Ferrari), four laps from the end, Moss showed everybody that he was still the master when the car runs right and on a driver's circuit. Race speed (95.32 mph) and fastest lap (97.30 mph) by Moss were both records, not really surprising as this is the first F1 race ever run here.

One look at the circuit, winding through the Monsanto park and botanical garden on the outskirts of Lisbon with only one straight (that along the autostrade to Estoril and uphill) showed that this should be a Cooper benefit and unless the Ferraris had changed their torque curves and handling, they would look almost as sick as in Holland. Practice proved this depressing thesis as Moss grabbed the pole with ease; Brabham, Gregory, and Trintignant, all Coopers and all plus Bonnier's BRM in front of fastest Ferrarist Gurney.

Moss Comes Back

At flagfall, enlivened by a certain amount of creeping, Brabham and Gregory both led Moss off the line, he possibly feeling somewhat goosey about his past history of gearbox failures, but Stirling nipped by them both on the twisty back leg and started to draw away at two or three seconds a lap, followed by a scrabbling mob consisting of Brabham, McLaren, Gregory, Gurney, Phil Hill (Ferrari), Trintignant, Schell (BRM), Shelby (Aston-Martin), and Graham Hill (Lotus), feeling rather pleased with himself as the Lotus transporter had broken down in the wilds of Spain and the cars had barely arrived.

Our Phil, in his own inimitable way, then made an excursion into the tulies, dropping himself way back, but immediately set to work to climb back up again, a little task which was rudely interrupted when Graham Hill burst his oil cooler, spun on the zuppa di El Segundo, and was neatly shunted by his namesake.

Meanwhile back at the ranch, Ireland (Lotus) had his gearbox in three pinions at once, Bonnier had quit after overrevving his BRM at the start, and McLaren's box of tricks was already going digger-digger.

Brabham Out

Moss gradually pulled away from Brabham, evidently having sorted out the mainshaft breakage and bearing failures which turned out to be due to incorrect gear meshing in the five speed Colotti gearbox. Jack, in turn, was leaving his Cooper teammates as he began to pile on the coal. Suddenly, however, as the lanky Australian reportedly was about to lap Gurney's Ferrari, who in turn was having a bitter battle with Trintignant, Brabham found himself fresh out of road, getting pitched out on his head as the Cooper cartwheeled through a phone pole and into the woods. Fortunately Jack was not badly hurt but there were no Championship points for him, a loss which could hurt him as Brooks was spluttering around at the back just ahead of Cabral's Cooper-Maserati.

As the evening sun grew yellower and yellower, driving the color photographers crazy (the race had started at 5 p.m.), the other drivers, doubtful of catching the flying Moss, relaxed in their procession and enjoyed cold drinks and buckets of water offered by helpful pitmen on the corners. McLaren heard digger-digger change to GROUNCHGROUNCH and quit, Gurney inadvertently nerfed Trintignant in the back (the Frenchman having stopped for the Keeley cure), and Flockhart spun his BRM, losing his fifth to Schell, but kept going.

Back to the Beach

So they finished in a great long procession, eager to get back to the white Atlantic beaches and a good cooling dip. First, of course, by a country mile, was S. Moss, who profited by the misfortunes of point leaders Brabham and Brooks and jumped to third position in one fell swoop. I don't need to tell you that he can still be world champion... a result which would please a lot

MOTORACING CLASSIFIED ADS FOR QUICK RESULTS

Rally 'Round

With Duane Sparks

The September meeting of the Southern California Council of Sports Car Clubs produced a living example of unfortunate action that frequently occurs in democratic organizations—as a result of unanimous dissatisfaction over an existing condition an ill-considered stop-gap measure is rushed through the august body with the hope that things will be well in the future. Usually it turns out that the new regulation or law is even more onerous than the situation it was designed to correct.

I feel that the adoption by the Council of the subcommittee to the rally committee with sole powers to dispose of all protests on Council-sanctioned championship rallies falls in this category. It is true that more care and perhaps a different method should be used in handling these matters, but as the regulation was adopted, I'm afraid it will do more harm than good.

In the first place, it will now be the responsibility of the rally committee to select three individuals, not contestants or members of the sponsoring club, to serve as the protest committee. No procedure was provided to supply these people with advance knowledge of the course or instructions, no funds were provided to defray their expenses of running the course to determine the validity of any protests which may be filed, and no provisions were made to guarantee the competence of these three people who may be so selected.

A Crying Need

A proposed amendment to the new regulation which was narrowly defeated in a roll call vote would have tied in this new subcommittee with a useful function for which there is a crying need in the sport today. It was proposed that this same committee act as the check-out crew to screen the rally

in advance for code violations and errors of commission or omission.

This would have given an intimate knowledge with which to judge protests intelligently. The rallymaster of the sponsoring club should sit with this committee at least in an advisory capacity since he knows more about the event than any other individual. As a practical matter it will be most difficult to find three willing competent non-contestants to serve on each event. And in the final analysis, as chairman Guess pointed out, the Council has no police powers and cannot force its will upon the sponsoring club anyway. The decisions of this committee will not necessarily be binding on the member clubs for trophy purposes, but will be considered in awarding championship points.

Alternate Plan

In my opinion, this measure should be reversed at the next Council meeting with the substitution of a well-considered alternate plan. Why not have one of the non-rallying members of the Rally committee (yes there are several) together with one of the members of the check-out committee sit as advisors with the club-selected protest committee in the handling of protests? This would leave control of the final disposition of protests in the hands of the sponsoring club where it belongs subject to the present machinery for appeals, and would provide on-the-spot counseling by the supposedly cooler heads representing the Council.

This should be augmented by setting up a protest fee of \$5 to help defray the costs of investigating the merits of the protests. This little fee will serve to reduce the number of protests to those with merit. The fee would, of course, be refunded in the event the protest was valid.

RALLIES

SEPTEMBER

20-21 RALLYMASTERS SCRATCH ONE Open SCCSCC event. 5 hours, nav. 9 A.M. Hody's Sepulveda & Ventura, \$3.50, post \$4. Bill Chester R.M. Call Jan Woodard FR 2-2231

19-20 SCCA National Championship NORTHEAST OHIO rally

18-21 VIKING RALLY (Europe)

27-28 SAN FERNANDO VALLEY FCCA CHERCHEZ LA ROUTE, 4 hrs. nav. & S.O.P. Reseda Bowl, Reseda, \$2. 9 A.M. picnic. Call Bob Chapman DI 7-7602

27-28 SANTA MONICA FCCA HAIRPIN HASSEL II, SCCSCC Open event, 6 hrs. nav. 8 A.M. Sunset Blvd. & Pico. Coast Hwy, \$3.50 Post \$4, Charlotte Nesbitt & Ruth Piercy, R.M.'s. Call Pat Dunham ST 4-2916

26-27 SCCA National Championship rally CONTINENTAL DIVIDE (Colorado)

27-28 SCCA Concours D'Elegance, Huntington-Sheraton Hotel, benefit.

OCTOBER

3-4 DOUGLAS SCC DESERT RALLY V an SCCSCC Open event, 7 A.M. Bob's Sepulveda near San Fernando Mission Rd. 6 hrs. nav. \$5, post \$6, slalom on Sunday Jim Robinson 354 Las Casas, Pacific Palisades. Opens Palm Springs season.

3-4 PORSCHE OWNERS CLUB STUTTGART SAFARI NCSCC Championship event. Write 5667 Arborlawn, Los Altos.

10-11 SCCA National Championship rally RIP VAN WINKLE (New York)

13-17 AMERICAN INTERNATIONAL RALLY \$10,000 purse, Write 125 E. Linden, Burbank

17-18 SCCA National Championship rally SOUTH TEXAS STATE FAIR (San Jacinto, Texas)

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